



These articles and information is brought to you by The 1937 and 1938 Buicks Club. For more information please contact us at;

<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

WWW.1937and1938Buicks.com

-- Warning Notice --

It the mission and goal of 1937 and 1938 Buicks Club is to provide information, helpful hints, advice, directions and reference information for the repair, maintenance, authentic restoration and knowledge development in regards to 1937 and 1938 Buick's. Content is offered as informational only.

The 1937 and 1938 Buicks Club does not knowingly accept false or misleading content or advertising. Nor does The 1937 and 1938 Buicks Club assume any responsibility for the consequences that may occur should any such material appear.

The 1937 and 1938 Buicks Club does not guarantee the quality of any information which is included in this or any other publication. Under no circumstances shall The 1937 and 1938 Buicks Club be liable for any damages, losses, or injuries resulting from use reliance on the content of this or any other publication. Any reliance on this or any other publication content is at your own risk.

As a precautionary measure, The 1937 and 1938 Buicks Club strongly recommends that you contact a professional mechanic or restoration shop to check your work or answer specific questions.

-- Copyright Notice --

All rights reserved. All documents and publications on The 1937 and 1938 Buicks Club web site or that can be down loaded from The 1937 and 1938 Buicks Club web site are protected under both U.S. Federal copyright law and international treaties. No component of this site, including text, images and computer code, may not be reproduced or copied in any form or by any means--electronic, graphic, digital or mechanical, including photocopying or information storage & retrieval systems--without the express prior written permission of The 1937 and 1938 Buicks Club.

TORQUE TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XI • NUMBER 5 • MARCH / APRIL • 1993

BUICK
1937  1938

TORQUE TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

VOLUME XI • NUMBER 5 • MARCH/APRIL • 1993

The 9th Cylinder

By now all of the membership should have received the first issue of the re-designed **TORQUE TUBE** under the new regime. We hope you enjoyed it! Most of your telephone and mail comments have been positive and complimentary, **THANK YOU!**

There have been several suggestions for articles including a comparison of McLaughlin (Canadian) vs. US. Buicks. This subject was covered in Volume V Number 6; several members expressed hope that Bill Olson would come out of retirement with a few acidic comments and articles! I'm sure his contribution will be memorable.

As your editor, I am beginning to appreciate the wide scope of my job. In addition to learning a new computer system and the software programs that make it operate, I am researching subjects, writing articles and taking photographs. Then there are trips

to the bank, post office, photo store, stationers, copy machine, art director, etc. **I NEED YOUR HELP!** I appreciate the many letters and suggestions I've received, but better yet, send me some articles! I am aware that not all members can write technical

articles about auto repair, but certainly everyone can write a human interest story. The members want to know about **YOUR CAR!**

Here's what I might suggest: write me a letter with a photograph or two depicting your pride and joy. Tell us why you own your car, how you acquired it, what you have done to it, unique features (e.g., low mileage, original, etc.). What prizes the car has won, etc. Tell us about any nice memories you have of 1937-'38 Buicks. Don't worry about grammar, spelling, etc., as I would be glad to attend to form. Maybe your car will be the next cover car of the **TORQUE TUBE!** ➤



FOUNDED IN 1980 BY DAVE LEWIS



I know there are a lot of interesting stories out there! While talking to members on the phone, I've learned one of you was in an accident in your parents 1937 Century while still in *utero!*.....and another who bought your best friend's father's 1938 Buick because you admired it so much as a child in the 1950's. Hey gang, write to me with publishable material such as this! This is your club and this publication is your medium to kick tires several times per year with other car nuts who have the same (*albeit lovable*) loose screw.

On another subject, the **1937-'38 Eastern Meet** is now in the planning stage.. **Lou Wildt** (#245) tells me the tentative dates are August 19-21 at the Ramada Inn at Maysville, Ky. Two driving tours of about 65 miles each are being planned for Friday the 20th and Saturday the 21st. Lou is also attempting to arrange a tour of a private antique car, automobilia and radio collection on one of the tour days. Final details as to exact date and plans will be published as early as possible in this magazine. (*Alternate Dates: August 26-28!*)

The Western Meet will piggy-back on the **Yosemite All GM Fun Run** May 20 to 23. We'll drive from the Tenaya Lodge in Fish Camp on Sunday morning May 23 and have brunch and take photos of our cars at the Miner's Inn in Mariposa.

Finally, an unbelievable find: My wife and I traveled to San Diego to visit my daughter who is an Art Major at the University of San Diego. It has often occurred that my wife has suckered me with a story on April Fool's Day,so I assumed on April 1st, after having gone out for a walk, that she was telling me a wide-eyed tale when she said she had spotted a 1937 side mounted Buick coupe on a used car lot.....but this was a real story folks! What I found was a 1937 Special Model 46 with factory original side mounts! It had the original black paint, all the rubber floor and trunk mats, upholstery, radio, heater, running boards, rear bumper gravel guard (rare!) and even the original metal leaf spring covers! There were old DMV transfer stamps on the windshield with one, still readable, dated 1946!

Next issue will feature an article on this car.

Harry



COVER CAR

An unusual view of a nice maroon '37 Century Convertible coupe belonging to **Von Hardesty** (#964) of Arlington, Virginia. This is undoubtedly a very rare vehicle in that of the 787 built there are only six listed in the latest BCA Directory. The April '93 Old Cars Price Guide lists this car at \$33,000.00 (#1).

VON'S VEHICLE

Let me introduce new member **Von Hardesty** (#964) of Arlington, Virginia. Von works as an Aeronautical Curator for the Smithsonian Institution and has written extensively on Soviet Military Aircraft. Von has been a Ford man all his life. He has owned a '40 Ford Convertible, '41 truck, and a '48 Super Deluxe Coupe. But he's had a lifelong appreciation for Buicks and recently started looking for a restored '37 or '38 or one requiring only cosmetic attention.

In his search for the perfect car he looked at many cars and finally found *the one*, a '37-66C in the quiet little town of Ojai, California. The Century is in excellent mechanical shape with a rebuilt motor, new top and tan interior but a poor maroon paint job. Von will have it painted soon. Then he plans to drive it this summer and on weekends with the top down through the backroads of Virginia's horse country. Von says it runs whisper quiet and cruises effortlessly at 65-70 mph.



Von with two of the loves in his life, Reggie his dog and his 1937 Buick.



*Very nice maroon '37 Century Sport Coupe Model 66S with opera seats belonging to **Peter Triolo** (#660) of Garden City, Kansas. One of 2,840 made, 8 in BCA directory.*

≡ TORQUE TUBE ≡

The **TORQUE TUBE** is published bi-monthly for the enjoyment of the 1937-1938 Buick Club. Membership dues are \$30.00 per year US, \$31.00 (US) per year Canada; for overseas and multi-year rates please contact the editor. All memberships run from September 1 to August 31 of the next year. Dues are not prorated; however, persons joining during a membership year prior to June 1 receive all issues since the preceding annual starting date of September 1.

Please send all articles, ads subscriptions and inquires, etc. to:

**THE TORQUE TUBE
1005 RILMA LANE
LOS ALTOS, CA 94022**

Editor.....Harry Logan, #651
Art Director.....Dug Waggoner, #10
Contributing Editor.....Wayne Chan, #140
Contributing Editor.....Bill Olson, #427
Technical Editor.....Don Micheletti, #250
Roster Editor.....Jim Flack, #499
Advertising Editor.....George Canavan, #806

Ex-Dealers Accuse General Motors Field Men of Coercion

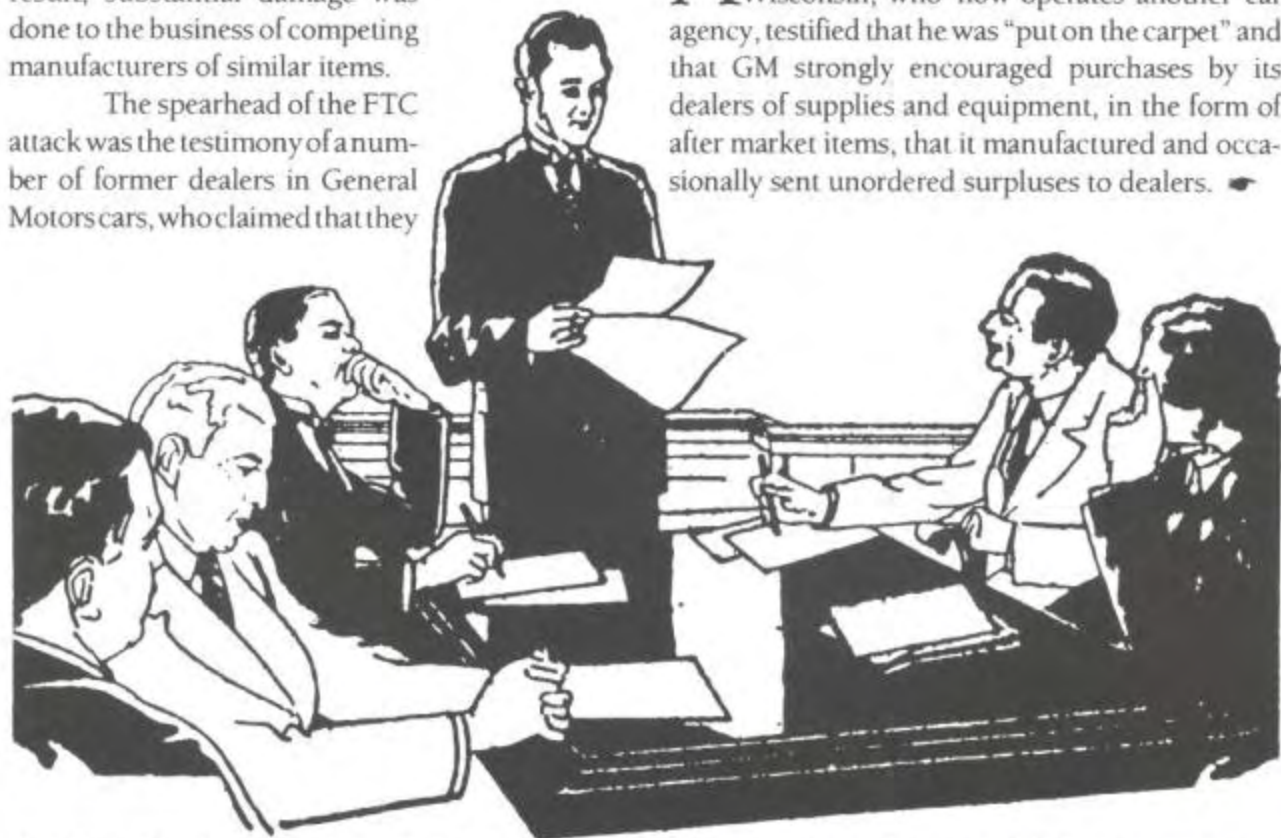
Independent Manufacturers, Fighting For Open Market, Tell FTC That Policy Deprives Them of Business . . . Corporation Denies Charges

Makers of parts and accessories, automotive jobbers and car dealers have been called as witnesses by the Federal Trade Commission in its attempt to support charges of coercion, intimidation and monopolistic activities by General Motors in distribution of after-market products. In a series of hearings in 14 cities the government agency sought to prove by testimony regarding the corporation's wholesaling of special care equipment, accessories and replacement parts that dealers in General Motors vehicles had been forced to buy products which they did not want and that, as a result, substantial damage was done to the business of competing manufacturers of similar items.

The spearhead of the FTC attack was the testimony of a number of former dealers in General Motors cars, who claimed that they

were forced to take quotas of radios, heaters, spotlights, bumper guards and other products distributed by the General Motors divisions; that these products often were shipped without being ordered; that the car divisions field men threatened them with cancellation if they bought similar products from other manufacturers or from jobbers, and that in some cases independent parts had been thrown out of their bins by field men. Several dealers testified that the threats of cancellation had finally been carried out.

A former Buick Dealer, H. R. Ritter of Madison, Wisconsin, who now operates another car agency, testified that he was "put on the carpet" and that GM strongly encouraged purchases by its dealers of supplies and equipment, in the form of after market items, that it manufactured and occasionally sent unordered surpluses to dealers. ■



(Ed. Note - This interesting bit of GM history appeared in the September, 1937 issue of MOTOR magazine.)

Approved Accessories for 1938

Developed by Buick engineers, built to Buick's high standard of quality, these items further amplify the comfort, safety, and pride of Buick ownership

There's a place on your 1938 Buick for every one of these luxurious accessories, and when you have achieved the happy combination of Buick and Buick accessories there'll be a place in your heart

for both. Buick accessories are not added extras; they are integral parts of the comfort, safety, and beauty of the car. You'll be delighted to have them on your new Buick. See them at your dealer's today.



Master heater



De Luxe heater and optional defroster



Centerline radio, with single or dual speakers



Grille guard

Comfortable, durable, and delightfully good looking—
De Luxe Moderne seat covers

Rear center guard



Twin grille covers



Exhaust pipe trim



Fog lamps

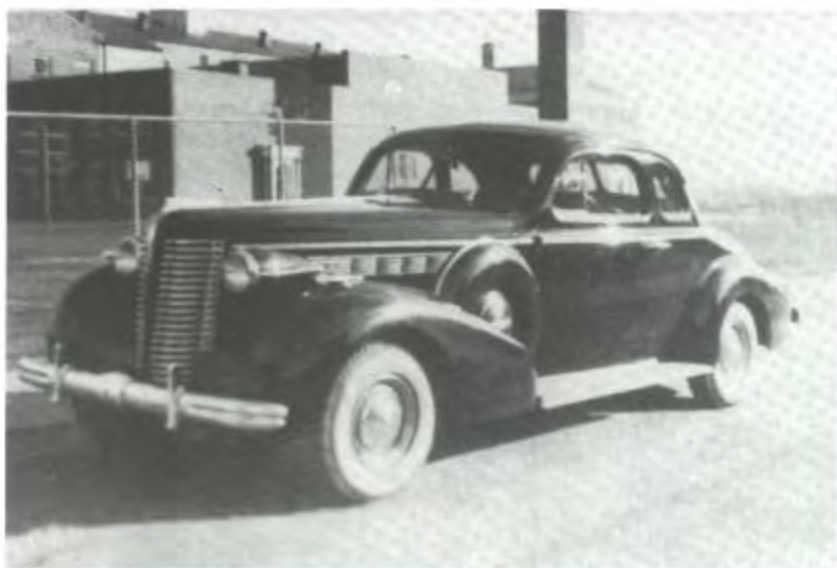
All available at your Buick dealer's, all economically priced

(Ed. These accessories are the type of product many former GM dealers claimed were foisted on them.)

KOMPARISON KORNER

FROM ONE "CENTURY" TO ANOTHER, A HALF CENTURY LATER

By Charles Jekofsky (#524)



Before and after photos taken 52 years apart almost to the day! The sun and shadows are almost the same. The sidewalk and curbing was built, trees grew, building extensions were erected, but all else is virtually unchanged. Naturally, all the old cars disappeared, except for one! It came back with two extra doors!

(Ed. Note. The '38 Century coupe belonged to Charles' father and the upper photo was taken January 6, 1941 in Washington, D.C.. The building in the background is where Charles attended school. In answer to a question that continually pops up, note that in both photos the longest part of the bumper is on top. This is "Factory Correct" and the correct way to install your bumpers. The sedan in the bottom photo is Charles '38-61.)



(Editors Note -
Milton Jekofsky, Charles'
father, is now 81 years young.
Here in his own handwriting,
from 1940, is information
about his car.)



(Ed. Do any of our members own this car? Also, notice how dark the "8" in the bumper badge is compared to the "BUICK" and the slash through the "8", indicating the "8" is black, so the "BUICK" and slash must be red.)

DISPLAY YOUR BUICK IN STYLE

By Harry Logan (#651)



Forty antique cars were displayed for two days in downtown Los Altos, California to help the city celebrate its 40th anniversary. Here we see **Harry Logan** in period costume with his maroon '38-66S and literature display.

When you take your pride and joy to a show, do you just drive it there then leave it, or do you see that it's displayed properly, to best interest of the vehicle? This is less critical at a fully judged concours than at any other type of show because it is the car itself that will make or break its presence on the judges.

If there is a "people's choice" trophy, or if you enjoy people taking extra interest in your car, then put your best foot forward and display your car with a touch of showmanship. It will show up in added trophies in your den and a feeling of increased satisfaction and pride.

My hometown, Los Altos, California just celebrated its 40th anniversary. To celebrate, the town held a weekend arts and crafts fair with local restaurants serving some of their specialties. The local car collectors were invited to display their cars.

Of course before I arrived I polished my '38 Century Sport Coupe and cleaned its whitewalls. I also brought a display table for my literature. For the table cover, I purchased some maroon velvet that matched the car's maroon color. I rounded up all my '38 literature, selected the best items, and laid

them out on the velvet with a Plexiglas cover bolted to the table. The Plexiglas prevented the literature from blowing off and the bolts made sure nobody took anything. (At a recent show, someone took a wrench and removed a flag holder with five 48 star flags from my front license plate holder!)

I included sales literature opened to a Century coupe, owners manual, Buick magazine, paint chips, ads, a **TORQUE TUBE** with a Century coupe on the cover and a 1938 Life magazine. On the running board behind the table was a framed dealer picture of a '38 Century coupe.

Also, I wore my idea of what a well dressed man would wear in 1938; pleated trousers, wide tie, suspenders and a Panama hat. The hat sure came in handy as the temperature reached into the 80's.

Both doors were left open with one seat pulled forward so the inside of the car and the opera seats could be easily seen. The car and display were a big hit. Almost everyone who passed by stopped to look. I'm glad I took the time to make my presentation interesting because the compliments and increased interest shown by the spectators more than made up for the extra work involved. ■



This is another great view of the antique vehicles with Harry's car and the display table.

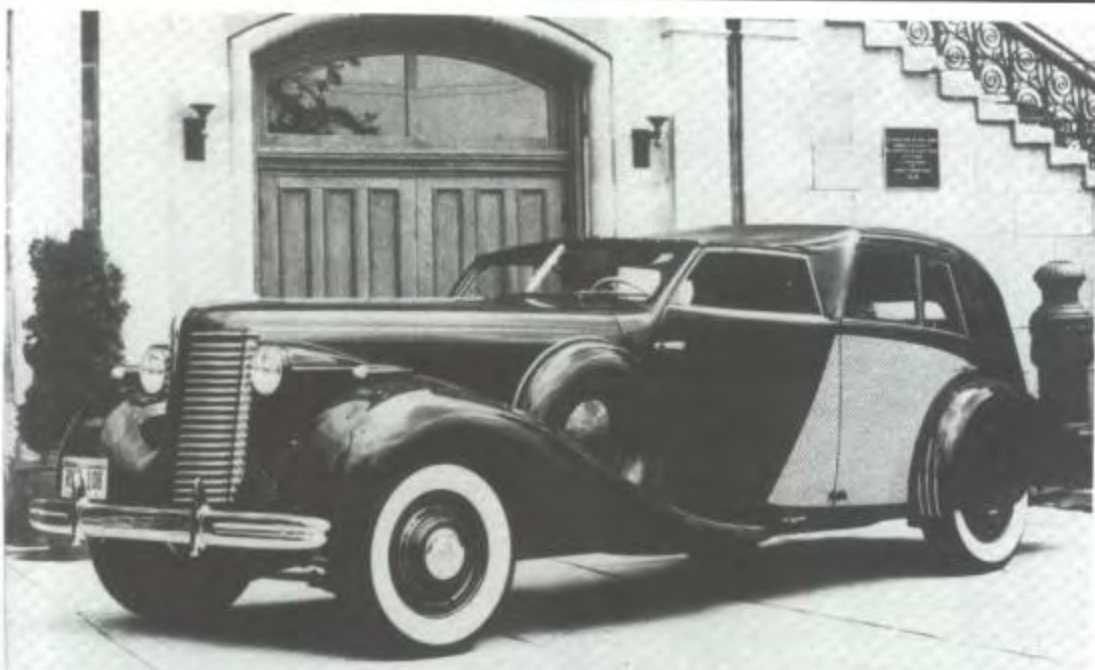
(Editors Note. **Charles Jekofsky** (#524) often puts some added value when he takes his car to a show by dressing in a W.W.II Army or Navy uniform or as a Buick Service Manager. He has acquired an original Buick Service uniform including both the white hat and smock. Charles also adds period music by strapping a cassette deck to the underside of his '38 Cen-

tury sedans radio with bunji cords. He has it wired to a balance control so the music comes out a loudspeaker mounted inside the car or a speaker underneath the right front fender or both. Sometimes he even likes to drive down the street with the music of Benny Goodman, Glenn Miller or those Dorsey brothers blaring away. That sure gets everyones attention!)



1938 literature displaying LIFE magazine, TORQUE TUBE, paint chips & various brochures.

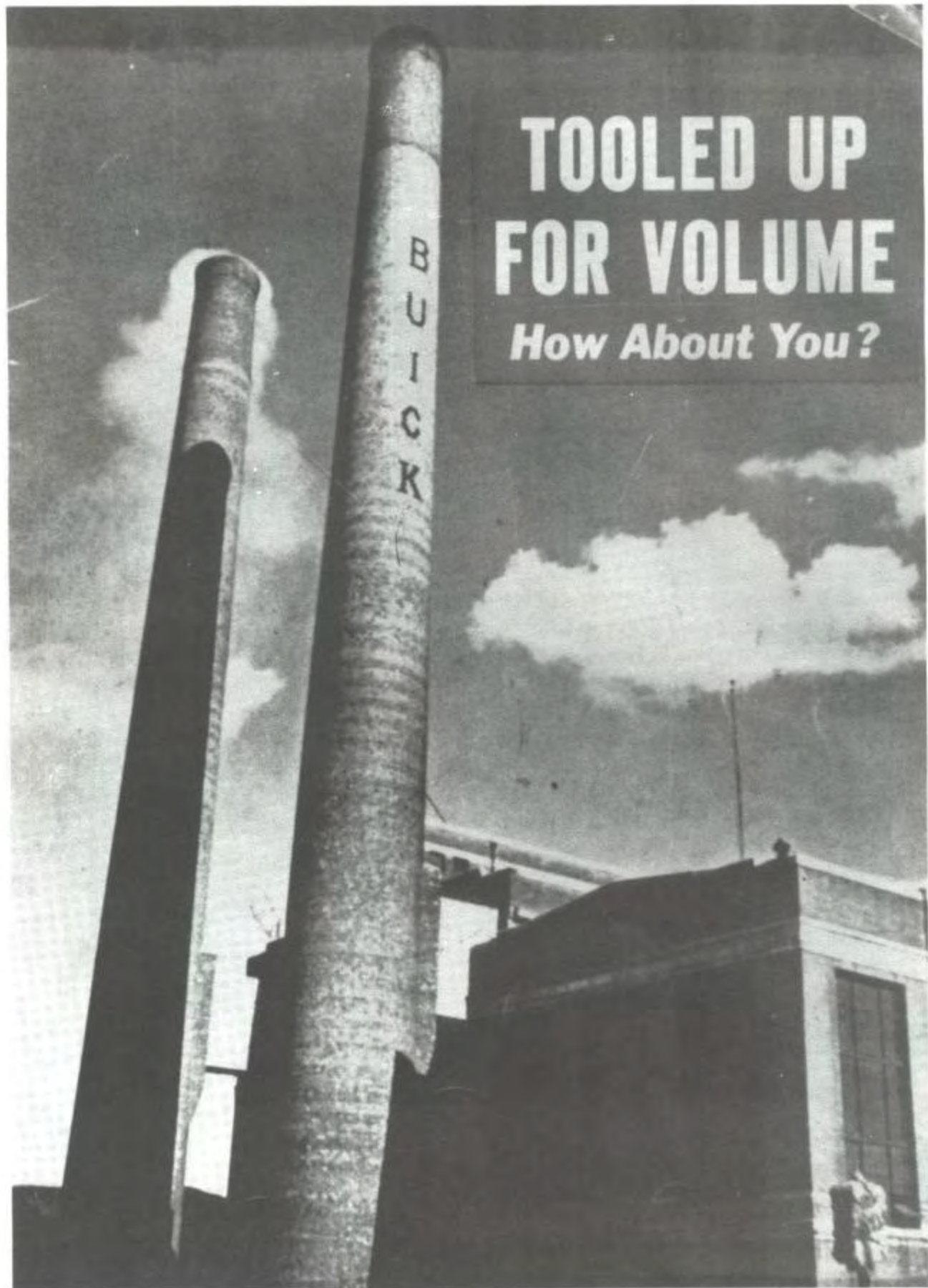
RANDOM POINTS OF INTEREST



1938 Buick Roadmaster Opera Brougham belonging to Ray Warshawski of Chicago, IL. This car was featured in the April, 1993 edition of Car Collector magazine. The custom coachwork was reportedly started by Fernandez & Darrin of Paris, France in 1937 on a Roadmaster chassis and completed by Franay, in time to be displayed at the 1938 Paris Auto Show.



1938 Big Series 320 cid/141 hp Dynaflex engine with the large heavy duty air cleaner. The wires go to the vacuum switch for accelerator starting. If you have a '37 or '38 with a vacuum starter switch and your car doesn't start, the first thing to try is to touch these wires together or "short" them with a piece of wire. This should cause the starter to rotate the engine. When the engine starts, take away the "jump wire". Also see the Technical Tip Article on page 22.



TOOLED UP FOR VOLUME

How About You?

BUICK CITY

H

ere is a very rare Buick magazine that is obviously modeled after LIFE Magazine as the size, style and red and white title are the same. It's a promotional piece for 1938 Buicks and was published in the summer of 1937. It talks about "What's in the wind for 1938" and shows with photos and captions the many steps in building Buick automobiles. All of the photos are of

1937 Buicks and the men who built them at the factory in Flint, Michigan. If you can imagine the enormity of the place and the ability to see a vehicle being built section-by-section as it passed through the assembly lines. And what if you knew that the shiny one you were watching being assembled would be the same car you'd be driving home?



"The 206 acres occupied by Buick's factories represent a virtually complete city. Here are miles of paved streets, complete fire and police departments, gas stations, restaurants, hospitals, power plant and nearly 15 miles of railroads. Each working day a 15 carload train is required just to bring in car frames!"



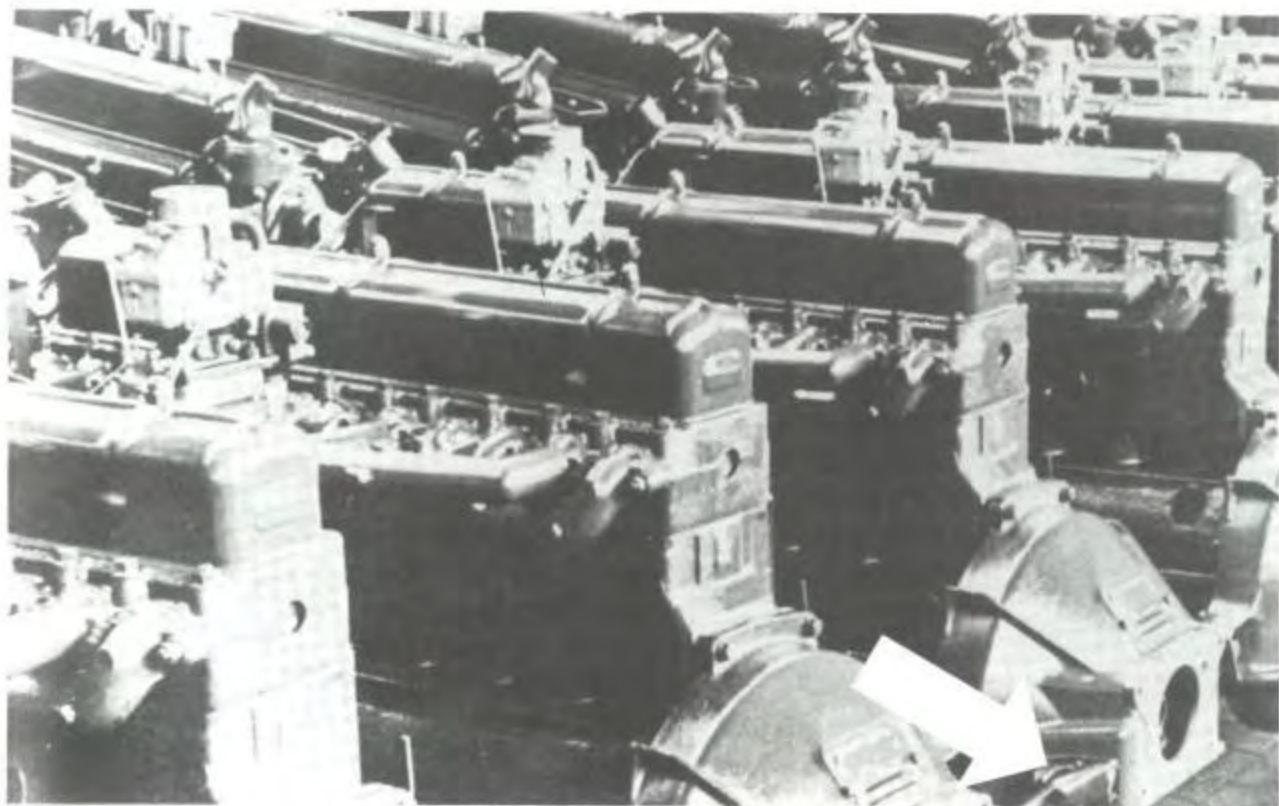
"As pictures were made for this book, the last Buicks of 1937 production were coming from the production line. Even as that happened, I know that your thoughts were turning to what the factory had in mind for the new model year. Undoubtedly you have asked yourself, WHAT'S IN THE WIND FOR 1938?"

BUICK CITY

"From the assembly line, the completed engine moves to the block test room. Ranged in long rows, engines here are connected to city gas and water lines and exhausts hooked up to outlet vents. The operator presses on the starter and the power plant roars into life. Deft hands twirl tools while tappet and other adjustments are made. Under the ministrations of these experts, trained to detect by ear the

moment of perfect adjustment, the staccato bark of the new-born engine loses its roughness, gradually smoothes out into the contented purr of a great powered giant waiting the chance to unleash its energy. In the block test room, 172 engines can be tested at once, *running not on gasoline but ordinary illuminating gas.*"

(Ed. In the photograph on the right it's interesting to learn that the motors are first run on natural gas and not gasoline. It's difficult to tell but note the motor, bell housing and manifolds are not painted yet.)

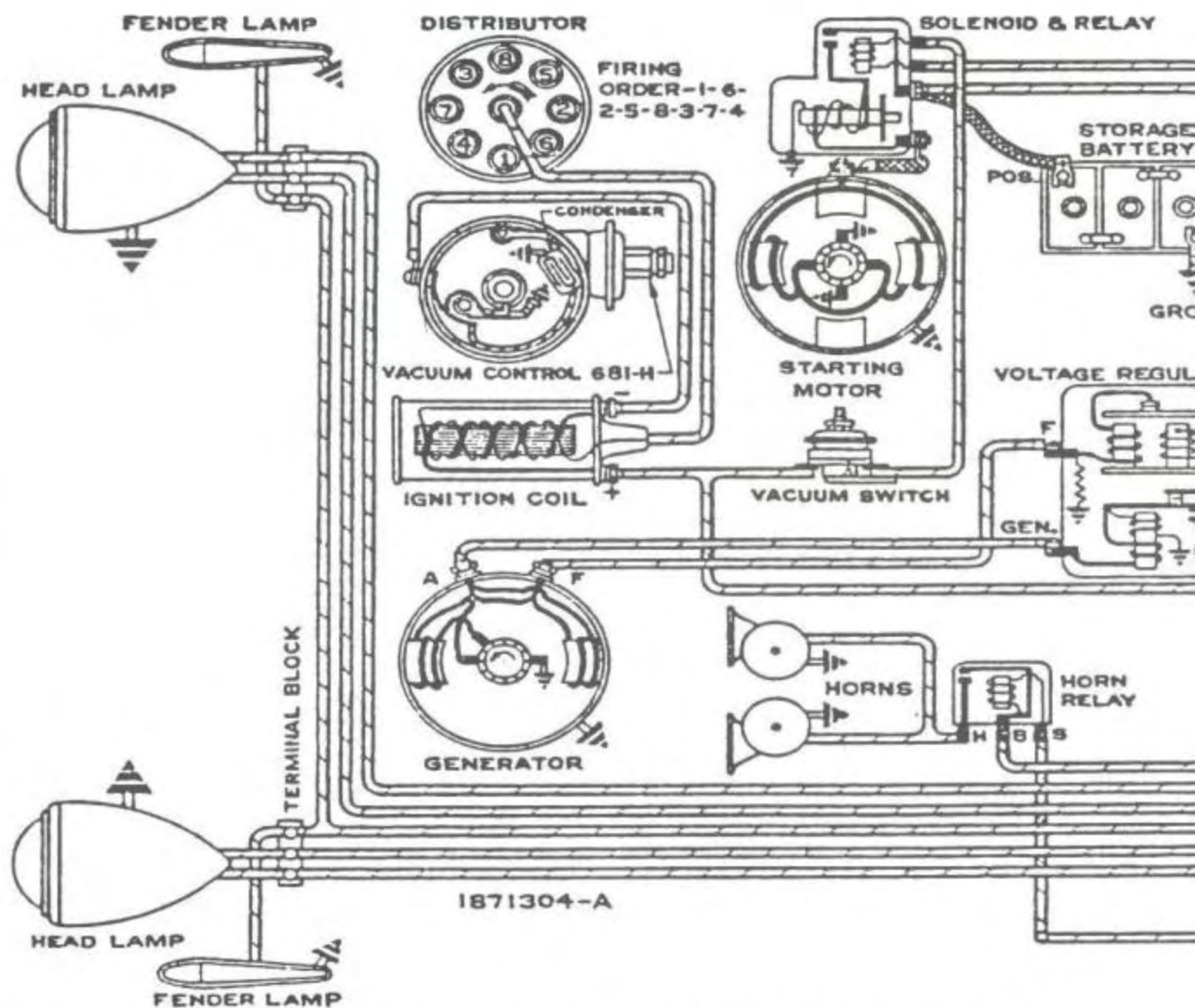


"Once tuned up to the satisfaction of these critical experts, the engines are ready for transfer to the paint department where they are painted, stenciled with the proud mark that identifies them as Buick products, and lined up ready for installation in the finished automobile."

(Ed. Notice above the leather boot that goes around the clutch fork. You rarely find them on Buicks today. The leather was stitched to a wire frame that snapped on the bell housing. Look at all those hard to find Stromberg AA-2 carburetors! The tubing sticking up above the bell housing and to the right of the motor is for the windshield wiper. Notice the stud ends showing

through the nuts holding the manifold on. On some Buicks I've seen, including my own, the nuts cannot be screwed on this far. See article on manifold studs later in this issue. Also note that the motor, manifolds, valve cover and bell housing are now painted. The color would be dark Buick green, used from 1933 to 1938. It even looks as though the exhaust manifold was also painted even though it would burn off quickly. This is the way to paint if you want to restore your car to factory original. The transmission, torque tube and rear axle housing are painted black. Some members believe the transmission was originally left unpainted. But today, in most restorations, it is painted black.)

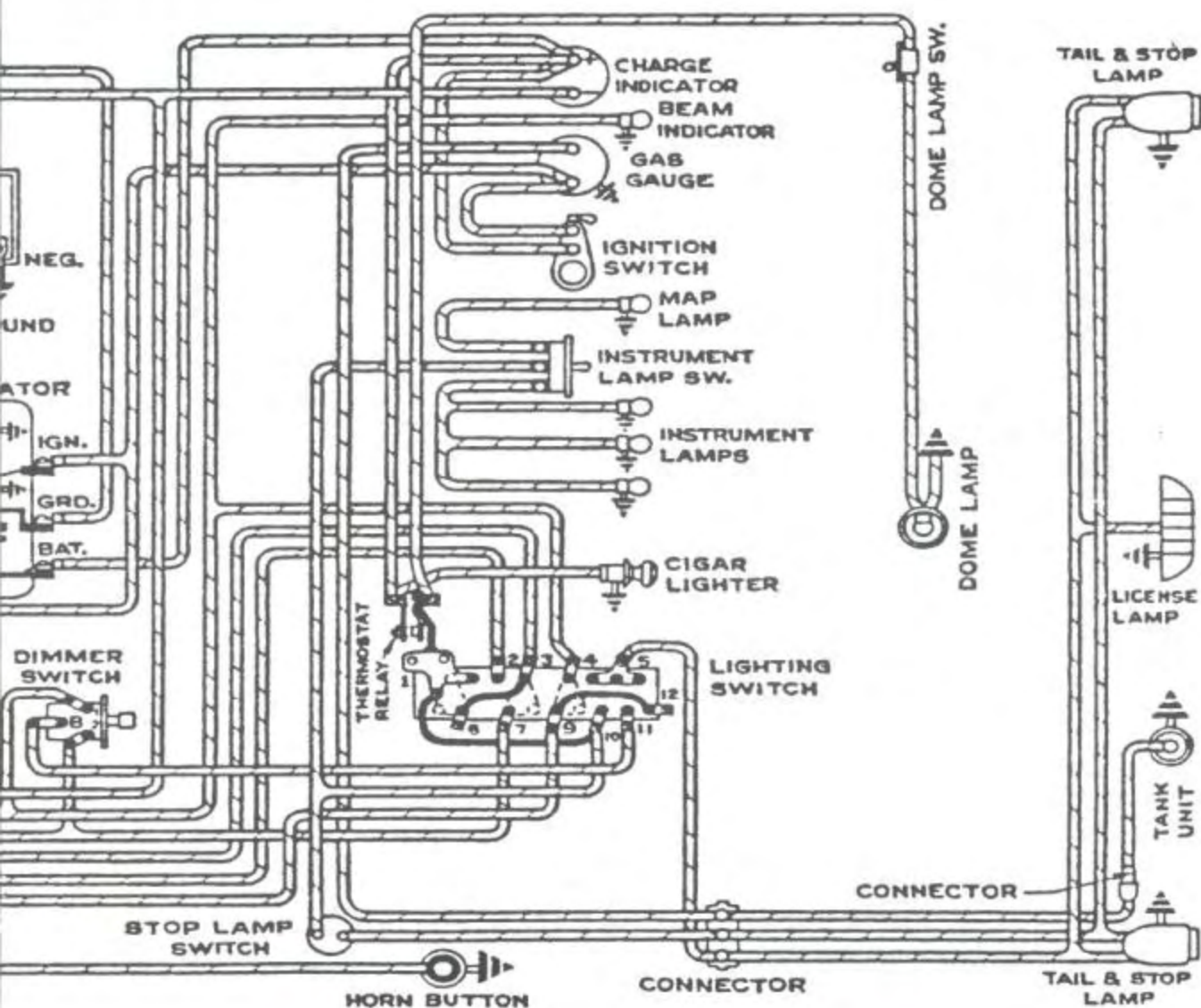




'37 BUICK SERIES 40 AND 60 WIRING DIAGRAM

We ran a '38 wiring diagram in the last issue of the Torque Tube, so to give equal coverage, were running the '37 wiring diagram this time. This diagram is easier to follow than the ones in the Buick shop manual. Series 80 and 90 cars use this same diagram with the addition of door switches and two cigar lighters in the back seat. These connect to the dome light wire in the above diagram.

Remy MANUAL



These Delco-Remy Service Manual diagrams are useful when installing a new wiring harness. As you proceed with your installation you can follow your progression and color each wire on the diagram with a red pencil or one of those office supply high-lighters. This will help prevent errors and keep track of your progress. This is also an easy way to find out where you left off if you have to stop and come back later.

Technical TIPS

CENTURY or ROADMASTER SHIFT BOOT?

by Jim Flack (#599)

What? Was there a shift boot on any models of Century or Roadmaster series Buicks? I've talked to many people who own a large series '37 or '38 Buick who have told me that these vehicles, unlike the Specials, did not have a shift boot originally. These same people refer to dealer brochures and other period documentation which clearly shows a naked shift lever base protruding above the carpet or floor mat of the large series Buicks. Also, it is obvious to those of us who have tried it, that the Special series shift lever boot is too small to fit over the base of the large series shift lever.

However, my particular '38 Roadmaster, a Model 81F, does have some well preserved remnants of a shift lever boot. You may remember from a previous Torque Tube article about my 81F written by Harry Logan that this car appears to have an extremely well preserved interior. Long periods of dry storage and the previous owners apparent aversion to making changes have worked together to maintain this vehicle in a state of slow and graceful deterioration. But isn't that the way we want to find them?

This '38 Model 81F does have a shift boot. But this shift boot is very different from the shift boot on a Special. The shape of the shift boot is round, not square, and it is just large enough to fit over the base of the shift lever. The condition or, rather, its state of deterioration seems to match the condition of other original portions of the car's interior. So, maybe there was a shift boot installed originally on at least some of the large series Buicks. Since the Model 81F does have an unusual interior, derived from the Limited Series, perhaps this shift boot was not used universally but only on some models. Does anyone else have some information about this or have you seen anything to the contrary?

After I removed the "original" shift boot, I did not want to reinstall it and let it deteriorate any further. So I was going to leave my shift lever naked like everyone else. Coincidentally, while I was leafing through a Lynn Steele catalog recently, I noticed a drawing of a "bee hive" shift boot which looked quite

similar to the shift boot I had removed from the 81F. I decided to take a chance that this part might somehow fit my Roadmaster and so I ordered the shift boot (part number CH-0076) from Lynn Steele. In the Lynn Steele catalog this part is listed as

being applicable to 1930 - 1932 Chrysler automobiles.

Well, was I surprised. The beehive shift boot from Lynn Steele appears to be almost identical to the shift boot I removed from the 81F. The picture above shows the Lynn Steele part with the "original" shift boot for comparison. The most significant difference is that the "original" shift boot is brown in color and the Lynn Steele supplied part is black. The other difference is that the "crown" of the Lynn Steele shift boot is a bit taller but still within range of proportion to the old boot.

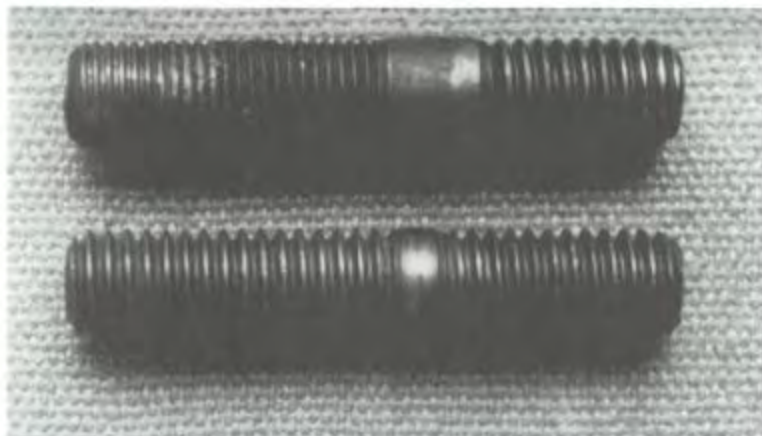
Before installing the new Lynn Steele "bee hive" shift boot, I intend to paint it with a chocolate brown spray paint that George Canavan "discovered" which is formulated for vinyl upholstery. This paint formula should have enough flexibility to work OK on the shift boot. Neat, huh!

I do not know whether this article answers any questions or whether it raises them. What do you think? Does anyone else have the remnants of what they believe to be an original shift boot for either a Century or a Roadmaster? If so, does it look anything like the one pictured above on the left?



REPLACEMENT MANIFOLD STUDS

By Harry Logan (#651)



This side screws into the head.

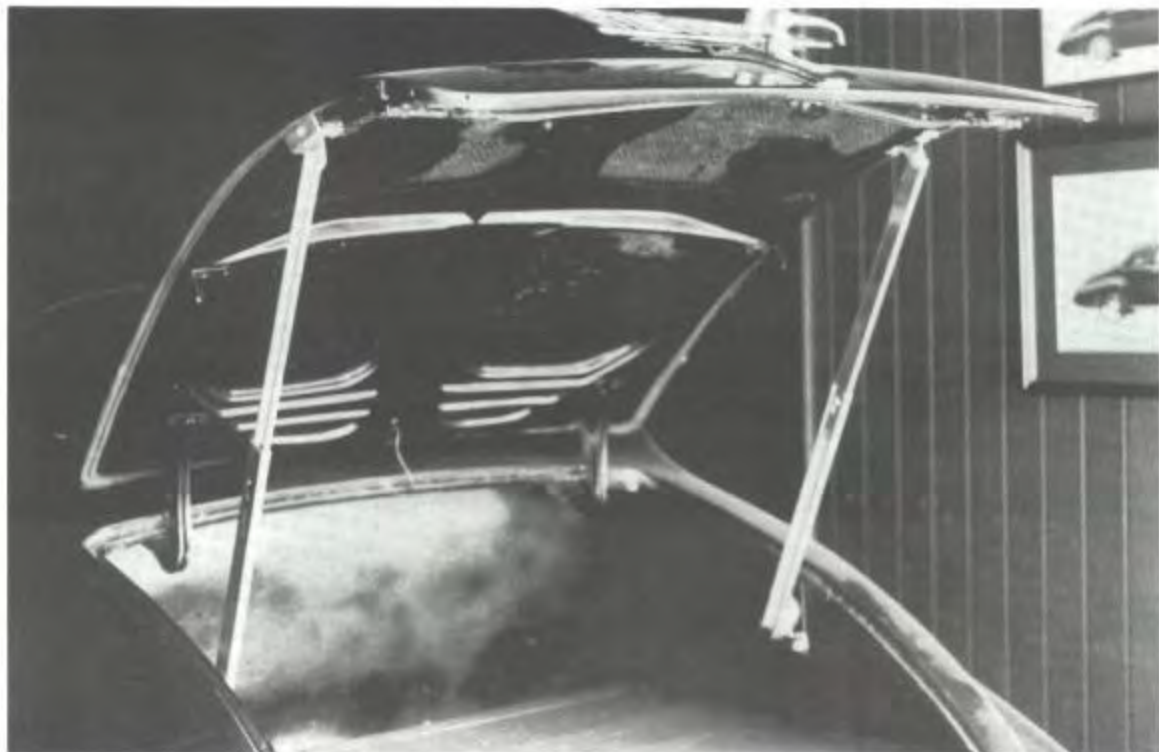
Original (top) and replacement (bottom) manifold studs. Note the replacement stud's thread length is longer on the side that screws into the head, so the part sticking out from the head will be too short. Several years ago I replaced all 10 manifold studs on my big series engine at the same time I replaced a cracked center exhaust section. I purchased the studs from a dealer who supplies GM hardware. The studs were the correct length and size ($3/8''$ -16 x 2-1/8"). After I bolted the manifolds on, I noticed I could not tighten the nuts all the way on the studs. I left it like this until I recently removed the manifolds again. Comparing the original stud to the replacement, I noticed the thread length on the side that screws into the head was longer on the replacement stud than on the original. Because of this, the new stud was screwed in further, so the amount sticking out was less. That's why I could not screw the nuts on all the way. The studs should stick out at least 1 3/8" on big series engines in order to get the nuts on all the way.



I went down to the local car parts store and ordered ten Dorman ($3/8''$ -16 x 2 1/8") studs and they worked fine. Now I can screw the nuts on all the way, making for a tighter manifold to head seal.

REPRODUCTION COUPE TRUNK SUPPORTS

By Harry Logan (#651)



I & I Reproduction, Inc. makes an excellent reproduction of the 1938 46, 46S and 66S coupe trunk support arms. I & I reproduces Chevy parts, but some also fit our Buicks as in this case. In fact, these trunk support arms also fit other '38 to '41 (and maybe later) GM cars (Cadillac, La Salle etc.) with big trunk lids such as convertible coupes and regular coupes. Ask for part no. TB01C for chrome plated ones at \$75/pair or TB01G for galvanized at \$50/pair plus tax and shipping.

Other I & I reproductions that might fit Buicks are: taillight license plate bracket as used on '37 Buick coupes and convertible coupes, hood handles, 6 volt Halogen lamp headlight conversion kits, GM Script Locking gas caps for '37 Buicks and door latch repair kits. Their catalog also lists '37 and '38 Chevy sedan trunk support arms (they are different) that may also work on '37 and '38 Buick sedans. Their catalog is \$5.00 or free with your order. Their address is:

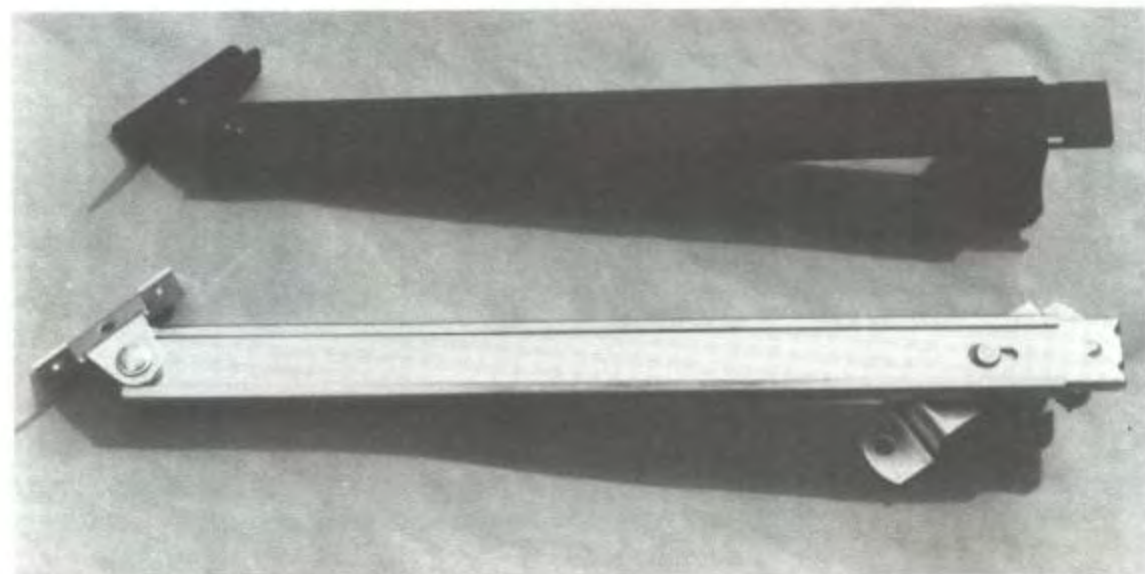
I & I Reproduction, Inc.
15513 Vermont Avenue
Paramount, Ca. 90723
(310) 531-3096

(Ed. See the following photos for a close-up view.)

Technical TIPS



'38 (left) and '37 (right) coupe trunk support arms. (Photo below, '37 on top and '38 on the bottom). They are similar except the '38 arms have a spring loaded mounting base and appear stronger and better made. Early '37 coupes had a single elbow type of support that was probable a carry-over from 1936. Some of our members have '37 coupes with this type of support arm. Parts for this type of trunk support arm are the hardest to find.



Technical TIPS

Dentist promotes painless procedure with Vacuum Starter Switches

By Dave Paulisin (#704)

One day my 1937 80C would not start. I had a recently rebuilt starter, new battery etc. The car was completely dead, nothing happened when I turned the switch and pushed on the accelerator pedal. When I checked the battery connections they were OK.

I called friend and mentor who is a retired Buick engineer. He told me to check the vacuum switch by putting the car in neutral, turning on the ignition switch and then put a pair of pliers touching both ends of the vacuum switch terminals, shorting out the switch. The car started with a strong roar.

So the problem was a bad vacuum switch. I used this "pliers" starting technique until I found a NOS vacuum switch.

Once I was at a traffic light and the car stalled. I put the emergency brakes on and the car in neutral, ran out with my trusty pliers and started the car. I got a lot of kidding using these old pliers because of my profession as a dentist.

I still carry the pliers in the glove box.....just in case.



Grinding thoughts on Valve Information

By David Bylsma (#117)

Upon getting ready to do a valve job on my car, I started out by asking people for information. One man, a former race car driver, gave me a tip you normally don't find in a book.

He said that before grinding your valves, you should check to see if they have any raised ID numbers or letters on them. If they do, grind them off and polish the valve with a wire wheel. The object is to get the valve smooth.

He said the gas we use today burns hotter than pre-war gas. Because of this, the letters or numbers that poke out from the valve turn cherry red and become hotter than the rest of the valve. This causes it to brake down and you end up with a burnt valve.

If your engine is all together, you can help keep from having valve problems by using a gas additive. But if you have your car's head off the engine, it might not be a bad idea to have this done to your valves.

Parts FOR SALE



◆ The following Parts are from a 1937 BUICK SPECIAL MODEL 41

Motormounts (Set of 2)	\$20.
Splash Pan (Left Side Only)	\$35.
Interior Light (Rough - Plastic Good)	\$ 5.
Head Light Chrome Strip	\$10.
Radio Dash SpeakerGrill (Minor Pitting)	\$20.
Steering Column Lock Assembly (No Key)	\$30.
Glove Compartment Door (No Latch)	\$ 8.
Thermostat & Bypass Valve Housing (Without Bypass Valve)	\$20.
Instrument Cluster (As Is)	\$25 OR OFFER.
Hood Moldings (Pair)	\$70.
Headlight Switch (Reconditioned)	\$35.
Robe Rope Chrome Escutcheon Covers (Pair)	\$15.
NoseEmblem (V/G Condition)	\$25.
NoseEmblem (Fair, Chipped)	\$ 5.
Horn Button Emblem	\$10.
Horn Button Ring (Cracked - Repairable)	\$10.
Dash Defroster Hole Covers (Pair)	\$10.
Windsheild Wiper Switch (Plastic Bad)	\$ 8.
Interior Dome Light (Good Condition, Plastic V/G)	\$15.
Automatic Choke for MARVEL BD-1, Model 498H (DELCO-REMY)	\$40.

◆ NEW "LYNN STEEL" Rubber Products

Hood Corners	\$20.
Cowl Vent Gasket	\$10.
Windsheild Wiper Transmission Mounting Gaskets	\$ 4.
'29-'37 Grommet/Water Temp (Oval) STEEL #BO272	\$ 5.
Sun Visor End Plugs, STEEL #C-0330	\$3.50
Front Stabilizer Shaft Bracket Bushing, STEEL #B0227	\$20.
Transmission Support Pads, STEEL #B-0228	\$10.

◆ USED "LYNN STEEL" Rubber Products

Hood Corners (Good Condition)	\$10.
Clutch & Brake Pedal Pads (Good Condition)	\$ 5.

◆ 1937 MODEL 60 (No Hood or Running Board Moldings)

Stainless Steel Body Moldings	(Prices Vary, Please Write)
Large Series Defroster Vents (Underneath Ducts)	\$25.

Unless noted, these are not NOS parts, they are good REUSABLE, RESTORABLE parts FOR SALE at a Reasonable Price. Please, Add Postage of 20% of price in ADVANCE, Large Orders Will Be Charged Actual Postage.

Jerry Root (#422)
71 South Pellard Drive
Fulton, N.Y. 13069
(315) 592-2346



Parts

FOR SALE

EDITORS NOTE

If it's easier for you to place a phone ad,
just call and dictate it to me.
My number is (415) 941-4587
day or evening or leave it on my
answering machine if I'm not home.

'37 Bumper Guard \$ 25.

◆ All the rest of the Parts are '38

Rear Axle (Special or Century)\$75. set

Trunk Handle(very good repro) \$ 30.

Clock \$ 25.

Headlight Switch (good plastic) \$ 10.

Brake Handle \$ 5.

Passenger Side Splash Pan(Special) \$ 30.

Engine Splash Pans (Special) \$5.set

Master Cylinder (Century)..... \$ 55.

Push Rods (60-80-90) \$ 5.

Stainless Body Molding (between hood & door on a Special or Century) \$50. set

NOS Vacuum Starter Switch .. \$ 100.

Headlight Ring \$ 20.

Portable 6 Volt Trouble Light \$ 25.

Tail Lights with Lens \$ 95.

Parking Lights (pretty good pot metal,no guts) \$ 125.

Front Center Bumper Guard \$ 50.

Hydraulic Lifters, Cam, Rocker Assem., Push Rods etc.(60-80-90) \$250. set

Complete Front End Rebuilding Kit for a '38 40-60 series. (Includes NOS

King Pins and Bushings, Upper Knuckle threaded Pins and threaded Bushings, Lower Control Arm Shafts and threaded Bushings and Lower Knuckle threaded Pins)..... \$295. the set

3.9 Ring & Pinion Gear Set to fit a Special or Century..... \$275. the set

Stromberg AAV-2 Carburetor for '38 Big Series Engine..... \$ 250.

Center Stainless Hood Strip for a Limited..... \$ 80.

All prices plus shipping.

Call between 5:30 PM and 9:30 PM EST

Monday to Friday. Anytime on Saturday or Sunday.

David Bylsma (#117)

7802 Chevalier Ct.

Severn, MD 21144

(410)551-7236

Parts FOR SALE

◆ **All Parts are from 1937 66S Coupe (except sidemount covers)**

Gas Pedal (Needs rubber).....	\$ 2.
Front sway bar.....	\$20.
Lower A-Frames (Complete with Spindle Mounts).....	\$20. each
New replacement Arms for A-frames(In original box with threaded bushings)	\$35. each
One set of Sidemount Covers for large series car (No hardware but has trim ring on tread covers).....	\$700. firm

All parts plus shipping-UPS where possible

Greg Marshall (#148)

31732 Via Madonna

San Juan Capistrano, Ca. 92675

(714) 661-4789

◆ **Parting '37 & '38 Secials and '37 Limited**

'37-'38 Special TRANSMISSIONS.....	\$100.
'37-'38 Special SIDEMOUNT COVERS (Complete).....	\$500.
'37 RADIO with AUX. SPEAKER.....	\$175.
'37 GRILLE (No cracks).....	\$300.
'37 HEADLIGHTS.....	\$150.
'37 Special RIGHT SIDEMOUNT FENDER & HARDWARE.....	\$400.
'37 Century SIDEMOUNT FENDERS & HARDWARE.....	\$600.
'37 80-90 SIDEMOUNT FENDERS, HARDWARE & COVERS.....	\$900.
'37 FENDER LIGHTS.....	\$100.
'37 SMALL & LARGE SERIES TAILLIGHTS.....	\$100./PAIR
'37 TRUNK LIGHTS (Both styles).....	\$ 50.
'37 320 MOTOR.....	\$300.
'37 LIMITED JUMP SEATS (Complete).....	\$150.
'37 80-90 TRUNK LID (Clean).....	\$ 75.
'37 LIMITED SIDE CHROME (10 PIECES).....	\$100.
'37 Special 4 DOOR RUSTFREE BODY.....	\$500.
'37 Special (Complete Rebuilt Frame with new Brass Sleeved Brakes, Rebuilt Shocks & All New Front & Rear Suspension).....	\$500.
'37 Special STROMBERG AA-1 Carburetor.....	\$100.
'38 Special STROMBERG AAV-1 Carburetor.....	\$100.

Dave Tacheny (#997)

11949 Oregon Ave. N.

Champlin, MN. 55316

(612) 427-3460



Parts FOR SALE

◆ Parting Out a '37 Model 48 Special

Two Door Trunk Back Sedan

Car is complete. Call with your needs.

Joe Camelia (#998)

P.O. Box 358

Lanham, MD. 20703

(301) 459-5575

◆ '38 Special rear end.....\$150.

◆ '37 Big Series motor.....\$200.

Tom Tully

21 Clinton Ave

Farmingdale, N.Y. 11735

(516) 293-9725

◆ '37 Model 41 Body & Frame only

(No glass, no doors, no running gear) \$100. U-HAUL

John Rainney (#916)

8441 Rondale Dr.

Grand Blanc, MI 48439

(313) 694-1375 Anytime



Parts WANTED

For a '38 Buick Coupe

- The Rear Body Molding that mounts on the body right behind the passenger side door (under the quarter window).
- Ring and Pinion Gear Set out of a 1938 Buick Roadmaster Rear End.

Please write or phone. Thanks.

David Bylsma (#117)

7802 Chevalier Ct.

Severn, MD. 21144

(410) 551-7236

For a '38 Special

- Gas Line/Vacuum Line Clips
- Buick 8 Bumper Badge
- Original Radio Knobs
- NOS 5 Post Voltage Regulator #5807
- NOS or aftermarket Maroon Seat Covers
- Center Rear (Fold-Down) Bumper Guard

Craig Allen (#746)

2512 N. Tamiami Trail

Nokomis, FL. 34275

(813) 966-2342

For a '38 Century Model 67

- Right rear vent window. One from a Model 47 will work. Thanks.

Bill Patterson (#928)

P.O. Box 100

Placentia, Nfld.

Canada

AOB 2YO

(709) 227-2340

LITERATURE *For Sale*

◆ Buick Magazine Issues,
4/37, 8/37, 1/38, 3/38, 4/38, 7/38, 8/38, 9/38, \$15.00 each
or \$10.00 each for three or more. Entire lot for.....\$70.

Thom Schuttish (#6)
460 Duncan Street
San Francisco, CA 94131
(415)285-8217.

CAR *Wanted*

◆ 1937 Buick Century Convertible 66C

Joe Camelia (#998)
P.O. Box 358
Lanham, MD. 20703
(301) 459-5575

NEW *Members*

RANDY SHAFFER (#992)
5929 E. SUMMIT
FRUITPORT, MI. 49415
(616) 726-4288
'37-61

ART BENTON (#995)
1704 SILVERWOOD DR.
SAN JOSE, CA. 95124
(408) 265-5828
'37-61

JOSEPH CAMELIA (#998)
P.O. BOX 358
LANHAM, MD. 20703
(301) 459-8151
'37-44

BILLY MOORE (#993)
1800 SILVERADO DR.
PLACERVILLE, CA. 95667
(916) 626-5054
'37-41

HARRY MARTIN (#996)
8703 EAST SUNNYSIDE DRIVE
SCOTTSDALE, AZ. 85260-5725
(602) 998-9369
'37-41

*JAMES CHILDS JR. (#22)
P.O. BOX 2238
OCEAN CITY, MD. 21842
(302) 436-1635
'38-60C

ALFRED LOVI (#994)
1015 LIDO LANE
FOSTER CITY, CA. 94404
(415) 578-8115
'38-61

DAVID TACHENY (#997)
11949 OREGON AVE. N.
CHAMPLIN, MN. 55316
(612) 427-3460
'37-46S '37-41

*CAROL LUSSKY (#771)
39W570 BIG TIMBER RD
ELGIN, IL. 60123
(708) 888-3170
'38-41

**old member who re-subscribed.*



Cars

FOR SALE

1938 Buick Century Model 67

Very Rare Model Only 1515 produced, now one of only 5 known to exist in the '37-'38 Buick Club and BCA Registries. Completely restored California original, gray with a beautiful blue leather interior, dual sidemounts, rebuilt engine with only 3,000 miles plus recently rebuilt transmission and clutch. Ready to drive anywhere there's a road.

Photos Available

\$13,950.



John Harter (#849)

31696 Avenida Evita

San Juan Capistrano, Ca. 92675

(714) 493-7674

1937 Buick Model 41 4 Door Sedan

All new metallic gray paint, Hampton Coach interior, Harness Unlimited wiring harness, new window glass, running boards and chrome. Car is in very good mechanical condition.

\$7,500.

Richard Mahmke

400 Williams Ave.

So. Milwaukee, Wi. 53172

(414) 762-0397

1938 Buick Model 41 4 Door Sedan

Rebuilt engine with insert bearings. 90,000 mile California car with original dark green paint, upholstery and woodgraining.

\$8,500.

Rich Diamantine

1866 Tiffin Rd

Oakland, Ca. 94602

(510) 482-5507 or (510) 582-6444

1938 Buick Model 48 2 Door Sedan

Dark Gray. Comes with original owners manual, WWII gas stickers and other documents. Originally purchased June 10, 1938. Second owner since 1968.

\$9,000.

Maribeth Peyton

845 15th Avenue

Marion, Iowa 52302-2648

(319) 377-0261

1938 Buick Model 41 4 Door Sedan

With Sidemounts, excellent condition inside and out. Runs perfectly. Black with White wall tires and radio. Must Move. Must Sell. Will Talk.

\$14,000.

Edward Moody

29 Hazel Street

Hollis, NH 03049

(603) 598-3430

'37-'38 Buick Rubber Parts

- ★ Windshield Rubber
- ★ Vent Window Rubber
- ★ Runningboard Mat
- ★ Convertible Roof Rail
- ★ Quarter Window
- ★ Door Weatherstrip
- ★ Suspension Rubber
- ★ Rebuild Motor Mount

We've been manufacturing
concourse winning quality parts for
over a quarter of a century with only
one goal in mind.

Make only the best.

✓ Deal Manufacturer Direct

Send for your new Steele catalog!



Steele Rubber
Dept 37-38
1601 Hwy 150 East
Denver NC 28037
Fax: 704-483-8650

Name _____

Address _____

City _____

State _____

Zip _____

In the US send \$2 (\$4US in Canada)
or call

800/544-8665



Perfectly Recast STEERING WHEELS

1936 Thru 1947
\$2.00 for Brochure
Must
Specify year

(602) 278-4505

J.B. Donaldson Co.

2533 W. Cypress Phoenix, Arizona 85009



Matley Woodgraining Service
3119 S.E. Spyglass Dr.
Vancouver, Washington 98684
(206) 254-1944



1927
TO
1953

WIRING HARNESSES

AUTHENTIC REPRODUCTION
WIRING SYSTEMS THRU 1953
HANDCRAFTED WITH THE
FINEST MATERIALS
EACH SUPPLIED WITH:
LIMITED WARRANTY
INSTALLATION INSTRUCTIONS
SCHEMATICS

ALSO OFFERING:
WIRING SUPPLIES
BRAIDING SERVICE
CATALOG OR INFORMATION \$2



BOX 435 WAYNE, PA. 19087

ANNOUNCING THE NEW
OFFICIAL
1937-1938 BUICK CLUB

T-SHIRTS & HATS



Be the first in your neighborhood to acquire and own a New 37-38 BUICK CLUB T-SHIRT, Haines Quality USA made, white with the dark blue Club Logo over the pocket and 2 color (dark blue/ red) emblem on the back so everyone will who you are (a proud 1937/1938 Buick owner) coming or going! The same Club Logo appears on our Club HAT that is adjustable in the back to fit even the largest egos!

To order a T-SHIRT or the HAT send your hard earned money (US equivalent) payable to:

BILL SCHAEFFER

**2500 S. Fairview Road, Suite M
Santa Ana, California 92704, USA**

SHIRTS

LARGE and X-LARGE.....\$12.00

XX-LARGE.....\$14.00

HATS

One size fits ALL.....\$11.00

Shipping for any order.....\$ 3.00

All profits will be sent to our 1937-1938 Buick Club

**DAVE LEWIS
RESTORATION**



*Partial or Complete
Show Quality Restorations*

*3825 South Second Street
Springfield, Illinois 62703
217-529-5290*



*References Available
20 Years Experience
Show Car Maintenance
Fully Insured
and Guaranteed
Shop Open 6 Days
9AM to 10PM CST*

BOB'S AUTOMOBILIA

(805) 434-2963

1937-1938 BUICK

FRONT FLOORMAT
1937-38 Ser. 40-60
Black or Brown
FF-378.....\$175.



DOOR WEATHERSEAL-SPONGE
Glue-in.....DW-378.....\$1.70 ft.
Clip-in.....DW-80.....\$2.00 ft.



DOOR BOTTOM SEAL
Clip Type.....DW-369.....\$1.80 ft



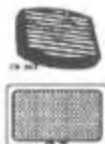
TRUNK SEAL-SEDANS, 1/2" Wide:
Ser. 80-90.....TW-371.....\$29.50
Sedans, 3/4" Wide;
Ser. 40-60.....TW-371S.....\$29.50



TRUNK SEAL For COUPES, 9/16" X 1"
Sponge.....TL-369.....\$2.00 ft.



CLUTCH and BRAKE PEDALS Series 40-60
Black.....CB-343BK.....\$5.50 ea.
Brown.....CB-343BN.....\$5.50 ea.
Series 80-90.....CB-32BK.....\$7.50 ea.
Brown.....CB-32BN.....\$8.50 ea.



PEDAL FLOOR SEALS; All Models
.....FS-375.....\$13.00 pr.



1937 ONLY! ACCELERATOR PEDALS Series
40-60 Back..AP-37BK.....\$27.00
Brown.....AP-37BN.....\$29.00



SHIFT BOOT, 1937-38 Series 40 ONLY!
Black.....SB-348BK.....\$ 9.50
Brown.....SB-348BN.....\$10.50



TIE-ROD ENDS, 1937-38 Series 40
Left Hand THREADS. TE-371L.....\$27.00
Right Hand THREADS. TE-371R.....\$27.00



FUEL PUMP KITS; SER. 40 FK-24.....\$25.00
Series 60-80-90.....FK-116.....\$30.00.



CARB. KITS: CARTER.....CK-360C \$25.00
STROMBERG.....CK-37XS \$26.00

TORQUE BALL SEAL KIT, ALL MODELS
TBK-343.....\$26.00



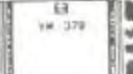
1937 Ser. 40-60 Front Door VENT Window
REGULATORS.....VWR-37..\$65. pr.



SUNVISOR BRACKETS For 40-50-60 Closed
Cars.....VB-370.....\$45. pr.

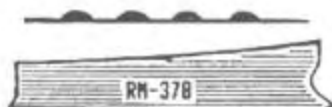


ARM RESTS (door) METAL BRACKET and
SPONGE, not covered.....\$27. ea.



VISOR "VANITY" MIRROR, VM-369.....\$25. ea.

RUNNING BOARD RUBBER
MATS, 1937-38 Series
40 Only! Requires Some Splicing on Inside Edge.
RM-378.....\$425.00 pr.



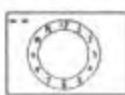
RUNNING BOARD INSULATORS, 1937-38
All Models. ALL NEW MATERIAL!
4 Needed Per Running Board.
RI-378S.....Set of 8..\$160.00



HOOD REST PADS, 1937-38 6-8 Per Car.
HR-378.....4.00 ea.



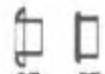
DASH GLASS, SILK-SCREENED on
Back of GLASS in COLORS as
Original.1937.....SPEEDO DG-37.....\$38.
.....RADIO.....RG-37.....\$23.
.....CLOCK.....CG-37.....\$28.
1938.....SPEEDO DG-38.....\$38.
.....RADIO.....RG-38.....\$23.
.....CLOCK.....CG-38.....\$28.



PLASTIC DASH KNOBS DK-37(38).....\$ 6.
PLASTIC DOOR HANDLE and Window
Winder RINGS, HE-37(38).....\$ 4.



OUTSIDE DOOR HANDLE CHROME
and RUBBER GROMMETS.
1 FERRULE & 1 GROMMET Per Set.
1937.....DGF-296.....\$5./Set
1938.....DGF-380.....\$5./Set



DOOR FERRULE INSTALLATION TOOL.
\$20. Refundable if Returned Within
30 Days. DF-TOOL.....\$30.



1938 TRUNK HANDLE/LIGHT MOUNTING
SEAL.....DH-381.....\$8.50



RUMBLE SEAT LATCH 1937-38
DL-368.....\$65.



MOTOR MOUNT, FRONT, All Models
ROUND PADS.....SP-338.....\$10. pr.
MOUNT.....MM-347.....\$28. ea.



FRONT END BUMPERS:
UPPER ALL.....UB-379.....\$ 5 ea.
LOWER.....LB-3X0.....\$22.pr.
1937 HUB CAPS, All Ser.....HC-37.....\$60. ea.
16" WHEEL TRIM RINGS-TR-16S.....\$89./SET of 4
1937 or 38 HOOD ORNAMENT.....HO-3X.....\$75.



SOME OTHER ITEMS WE STOCK: BEARINGS,
DECALS, ENGINE PAINT, DECALS, SHOP
MANUALS, PARTS BOOKS, BODY BOOKS and MORE.
SHIPPING, 10% max \$9. min. \$4. Prepaid. C.O.D. Add \$4.

BOB'S AUTOMOBILIA BOX 2119 ATASCADERO CA. 93423 TELEPHONE (805) 434-2963
VISA- MASTERCARD or C.O.D. CATALOG #40 \$3.00 - PHONE ORDERS - (Write For Catalog)

BUICK UPHOLSTERY KITS

Complete your restoration with an authentic Buick interior from Hampton Coach. Each kit is made in our own upholstery shop to original specs using only the finest fabrics and materials.

Panel Kits, Headlining Kits and Seat Upholstery Kits come complete, ready to install.

We presently have kits available for many popular Buicks from 1932 to 1953 and are in the process of adding many more. Specific models available for 1937 and 1938 are as follows:

- Model 41
- Model 46
- Model 46S
- Model 47
- Model 48 (1937 only)
- Model 61
- Model 66
- Model 66S
- Model 67



Guaranteed Quality & Fit

Write or call today for free literature including samples and prices. Please be sure to include year and model of your Buick along with your request.

HAMPTON

The logo for Hampton Coach, featuring the word "Coach" in a stylized script font inside an oval, with three stars below it.

Hampton Coach Inc., 70 High Street, P.O. Box 665, Hampton, NH 03842 (603) 926-6341

Its PACE is your fortune!



ASK the man who knows the thrill of Buick CENTURY ownership—and he'll tell you it is *pace* that makes this great straight-eight the bell-wether car of the year.

But he doesn't merely mean that its quick and quiet valve-in-head engine can get you there in fewest minutes by the clock.

He means it'll spurt you off at the green light or carry you the whole distance like a thoroughbred leaving the selling platters behind.

He pictures the way it eases through traffic—mobile, hushed, adroit, as manageable almost as a pencil in your hand.

He means this Buick's ready to amble or ramble, just as you choose—but ambling or rambling it goes with style, restful, smooth, steady, no fret or labor from the engine, no jolts on bad roads or weaving on the curves.

This great car's got the power to reel off miles like a swordfish running out line. But its very special asset and your very good fortune when you own one, is its ability to do things—anything, everything—in sensationally better fashion than any car you've ever owned.

This car's wheel is always light, its comfort deep, its dimensions big. Its brakes shut down sure and soft as the close of day.

For it's built to be your abiding pleasure—and not until you take its wheel will you ever know how truly it is that. Why don't you go see the nearest authorized Buick dealer now?

NO OTHER CAR

IN THE WORLD HAS ALL THESE FEATURES

★ VALVE-IN-HEAD STRAIGHT-EIGHT ENGINE ★ ANOLITE PISTONS ★ AERONAT CARBURATOR ★ SEALED CHASSIS ★ TORQUE-TUBE DRIVE ★ UNISTEEL BODY BY FISHER ★ TIPSIDE HYDRAULIC BRAKES ★ KNEE-ACTION COMFORT AND SAFETY ★ "HIGH OUTPUT" GENERATOR ★ JUMBO LUGGAGE COMPARTMENTS ★ DOUBLE STABILIZATION ★ SAFETY GLASS

LOWEST PRICE EVER
ON A BUICK
4-DOOR SEDAN!

GENERAL MOTORS
TERMS TO SUIT
YOUR LIKING

WHEN
BUYING A BUICK
ASK FOR THE
"HALL MARK"

"It's Buick again!"

YOUR MONEY GOES FARTHER IN A GENERAL MOTORS CAR